

50X1

~~SECRET~~
SECURITY INFORMATION

REPORT NO. [redacted]

COUNTRY Czechoslovakia

50X1

DATE DISTR. 31 Aug. 53

SUBJECT Prostejov I Airfield

NO. OF PAGES 3

PLACE ACQUIRED [redacted] Prostejov

NO. OF ENCLS. 3
(LISTED BELOW)

DATE ACQUIRED BY SOURCE [redacted]

SUPPLEMENT TO REPORT NO.

DATE OF INFORMATION [redacted]

50X1

50X1

SOURCE

50X1

1. Prostejov I Airfield [4927N-1708E] was 2½ km. SE of the town of Prostejov [4928N-1707E]. It was a rectangular field 1,200 x 900 m. in size with a grass surface and natural drainage. Its altitude was 225 m. above sea level. There were two runways [Encl. B, Pts. 14 and 15] and three aprons [Encl. B, Pts. 7, 17, and 19]. There were no hardstands or revetments. Obstructions included two chimneys of a sugar factory in the village of Bedihost [4927N-1710E], three kilometers east of the airfield (the chimneys were 30 to 40 m. high) and a radio antenna 150 m. high in the village of Dobrochov, 7½ km. south of the airfield. The radio antenna had red obstruction lights on it. There were no other obstructions, except for small hills which surrounded the airfield and were 10 to 20 m. above it in elevation.

2. Judging from the proximity of this airfield to the Prostejov Stichovice II Airfield, [redacted] Prostejov I Airfield was probably closed after the heavy rains which normally occurred there in the spring and fall. [redacted] the worst flying weather occurred in January and February; there were low-hanging clouds and a prevailing icing condition, much snow on the airfield, or extreme muddiness.

50X1

50X1

~~SECRET~~

SECURITY INFORMATION

SECRET

- 2 -

50X1

3. This airfield had facilities for about 50 conventional fighter aircraft. There was no radar whatsoever at this airfield. Telephone control was located in the caserne area [Encl. A, Pt. 1], and [redacted] teletype facilities were also located in the caserne area. The control tower [Encl. A, Pt. 13] contained standard Tesla radio equipment [redacted] the weather station [Encl. B, Pt. 16] obtained meteorological information from Prague-Ruzyně Airport. [redacted] Prostejov supplied electricity for the airfield, [redacted] red, white, and green rockets and lights (Aldis lamp) were used for signaling. Repair facilities for the base technical equipment were contained in a single building [Encl. B, Pt. 9]. [redacted] there were no AA defences at the field, and there was no camouflage, except that all the hangars were painted green. [redacted]
4. Aside from a new hangar [Encl. B, Pt. 3], which was built in [redacted] Water hydrants were situated at various places throughout the airport, and [redacted] the City of Prostejov supplied the water. The hospital [Encl. C, Pt. 14] was a three-story, gray-brick building of which I do not know the dimensions. It was under civilian authority but was used only by this airfield, as Prostejov Stichevice airfield personnel used the hospital in Prostejov. An ambulance, which was always parked in front of the control tower [Encl. B, Pt. 13], was used as a first-aid station. There were many cars and trucks in the garage in the caserne area [Encl. A, Pt. 1]. The trucks were used to bring aircraft parts from the railroad depot in Prostejov to the airfield. The students at the airfield used bicycles for transportation.
5. This was a military airfield. Each military airfield had two military squadrons assigned to it. These consisted of a house-keeping organization (letecka zakladna) and the tactical or school organization. The size of the housekeeping organization varied according to the size and importance of the airfield. There had been an advanced training course for student fighter pilots at Prostejov I Airfield since 1935. This school was called the Advanced Pilot School (Pokrakovacia skola pilotna) Prostejov I and was very similar to the Advanced Pilot School Prostejov II at Prostejov Stichevice Airfield. The ground training at these two schools was identical, but the Prostejov I students trained in single-engine aircraft (there were 15 or 20 Arado's at the school), while the Prostejov II students used twin-engine Siebel aircraft, of which there were 10 or 15 at the school. All of the students at both these schools came from the Primary Flying School at Olomouc, [redacted] where they trained in C-106 aircraft, and they all graduated together at Prostejov Stichevice II. [redacted] the headquarters for the administration of these two schools was at Prostejov I. Originally this school complex graduated sergeant pilots, while, [redacted] the flying academy in Hradec Kralove graduated only officer pilots. [redacted] the Prostejov schools had been graduating officer pilots. [redacted] the flying school at Prostejov I Airfield had two classes of students, 50 in the beginners' class and 30 in the advanced class.
6. [redacted] the advanced phase of the Navigation School (Navigacia skola) [redacted] was organized at Prostejov I. Students of navigation received their only actual flight training there. [redacted] each student had an average of 15 hours flying time. The Navigation School had 15 to 20 Fischer Storch and 10 Siebel aircraft assigned to it at that time. In [redacted] this school moved to Havlickuv Brod. The students at both the fighter pilot school and the navigation school lived and attended classes in the caserne area [Encl. C].

SECRET

SECRET

50X1

- 3 -

7. Personalities of the Navigation School:

- a. LUSTIG, Joseph, Captain, Slovak, born about 1912, 180 cm. tall, over 100 kg. in weight, thin blond hair, served as operations officer of the Navigation School. He was non-Communist although he had flown with the Soviets during World War II. After the war he returned to Czechoslovakia and completed flight training as a pilot. He was well liked by the students.
- b. ZEMANEK, Ota, deputy operations officer - Captain, Czech, born about 1912, average height, thin hair, frequently contradicted his own orders to the students, indecisive, vacillated between Communism and Western ideals. He was liked by the students. he was serving as the equivalent of an operations officer at Svazarm (formerly Doslet) Headquarters in Prague.

50X1

ENCLOSURES:

- A. Overlay of GSGS 4416, Scale 1:100,000 Sheet U-11, Prostějov. Location of Prostějov Airfield and other prominent landmarks.
- B. Sketch of Prostějov Airfield.
- C. Sketch of Caserne Area.

SECRET